

Falcon Falcon Falcon Falcon Falcon Falcon

The

National Falcon

News



May 1998



*In Memory
Claude Daniels 1998*

Ladies Choice Ladies Choice Ladies Choice

The Falcon News

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113.

The Falcon News is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** E-mail address: WCrosby63@aol.com. Please mark "FCA" on outside of envelope. Copy must be received by the first of the month preceding date of issue.



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Cover Falcon: Claude Daniels — Ladies Choice

I first met Claude at the 1984 National in St. Louis. Here was a friendly man from Mississippi called the "Colonel" with a pretty turquoise 63 convertible. Claude was everybody's friend and would strike up a conversation with anyone and make them feel he was their best friend.

Over the years you could count on Claude to be at every National and many regionals as well. Claude's Falcon had a lock on the Ladies Choice award. I was never sure if it was the Falcon or the way he could charm the ladies.

Claude was always willing to give advice on how to improve the appearance of your Falcon. He encouraged me to get involved in entering my Falcon in AACA National shows after he did the same with his Falcon. I would then not only get to be the object of his good natured kidding at Falcon Shows but at AACA shows as well.

Claude was one of the many reasons I enjoy my association the FCA. I will miss him. — Russ Hoeksema

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Jacket: Falcon Club Store
Falcon Club Membership Application
Registration Form Pacific Regional

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



Corresponding Secretary

- ### Technical Advisors

- ## Chapter Coordinator

- Information on starting a new chapter

Partsmasters

- Questions about parts
- Help in locating parts

Recording Secretary

- Chapter Rosters and updates of chapter officers

Editor

- Photos and stories about your Falcon
- Updates to the Calendar of Events
- Photos and news about your chapter
- Vendor Ads – submit ad and check
- Classified Ads

Regional Directors

- Requests for regional meets
- Questions about By Laws

Falcon Club Store – The Best Club Store in the Land!

- T-shirts, pins, posters, hat, jackets, you name it
and Bonnie and Mary have it

The car show season is upon us, let's get those Falcons out so everyone can enjoy them.
California, here we come!

Steve and Carol

Editor's Note:

This issue features the upcoming Falcon National Convention in Breckenridge Colorado in July. Now is a good time to make sure your membership is up-to-date so you can join in all the Falcon fun! Please use the enclosed form to register your Falcons and yourselves. The Mile Hi Chapter has been working very hard to make this the best and smoothest running National Convention yet. Coverage begins on page 4 and continues throughout the issue! See you in the Rockies! Be there!

THE FALCON CLUB OF AMERICA — 19th NATIONAL CONVENTION
JULY 16, 17, 18, 1998 — BRECKENRIDGE , COLORADO
REGISTRATION FORM

NAME _____ SPOUSE/GUEST _____
 ST. ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE NO. (____) _____ FCA# _____ CHAPTER _____

Note: Please see class descriptions. **Please be accurate and Register Early!!** A DRAWING FOR A \$100 ROOM CREDIT AT BEAVER RUN RESORT WILL BE HELD FOR THOSE REGISTERED PRIOR TO JUNE 1, 1998. REGISTRATION PRIOR TO JUNE 1, 1998

\$20.00 - 1st car \$15.00 - Other cars EACH \$15.00 - No Car or Display

REGISTRATION POSTMARKED AFTER JUNE 1, 1998 or at the Convention

\$30.00 - 1st car \$20.00 - other cars EACH \$20.00 - No Car or Display

YEAR	BODY STYLE	CATEGORY	CLASS
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

	PRIOR TO 6/01/98	AFTER 6/01/98	REMITTANCE
FIRST CAR	\$ _____ (\$20)	\$ _____ (\$30)	\$ _____
OTHERS EACH	\$ _____ (\$15)	\$ _____ (\$20)	\$ _____
NO CAR OR DISPLAY	\$ _____ (\$15)	\$ _____ (\$20)	\$ _____

AWARDS BANQUET

	PRIOR TO 6/01/98	AFTER 6/01/98	REMITTANCE
ADULTS	No. _____ @ \$25 ea.	No. _____ @ \$30 ea.	\$ _____
CHILD	No. _____ @ \$15 ea.	No. _____ @ \$15 ea.	\$ _____

SWAP SPACES

	PRIOR TO 6/01/98	AFTER 6/01/98	REMITTANCE
MEMBERS	\$25 ea. _____ @ \$25	\$35 ea. _____ @ \$35	\$ _____
COMMERCIAL	\$30 ea. _____ @ \$30	\$40 ea. _____ @ \$40	\$ _____
NON-MEMBERS	\$35 ea. _____ @ \$35	\$45 ea. _____ @ \$45	\$ _____

SOUVENIR T- SHIRTS

Qty S _____ M _____ L _____ XL _____	Total Qty _____ @ \$12 ea.	Total	\$ _____
Qty XXL _____ XXXL _____	Total Qty _____ @ \$14 ea.	Total	\$ _____

TOTAL REMITTANCE \$ _____

MAKE CHECKS PAYABLE TO: MILE HI CHAPTER FALCON CLUB OF AMERICA

MAIL TO: Fay di Zerega
 5217 S. Geneva St
 Englewood, CO 80111
 (303) 770-4607 email: dizerega@aol.com

** Please include a photo of your car entry (if available) with your registration form. It will be returned at registration check-in. Please write you name on back of photo**

NOTE: The Mile-Hi Chapter has decided to have the voting on the classes take place between 2:00 and 5:00 p.m. on Friday, July 17. This is a departure from prior conventions when the voting took place on Saturday.

1998 National Convention Classes and Categories

Stock Category

Class	Body Style	Year
A	Sedan	60-63
B	Sedan	64-65
C	Sedan/Sport Coupe	66-70
D	Hardtop - Sprint/Futura	63
E	Hardtop - Sprint/Futura	64-65
F	Convertible - Sprint/Futura	63
G	Convertible - Sprint/Futura	64-65
H	Station Wagon	60-63
I	Station Wagon	64-65
J	Station Wagon	66-70
K	Ranchero	60-63
L	Ranchero	64-66
M	Sedan Delivery *	60-63
N	Sedan Delivery *	64-65
O	Falcon Econolines	61 & up

Street Driven/Nontrailed Category

Class	Body Style	Year
P	Sedan	60-70
Q	Hardtop	63-65
R	Convertible 1e	63-65
S	Ranchero	60-66
T	Wagons *	60-70
U	Sedan Delivery *	61-65
V	Falcon Econoline	61-67

Modified/Pro Street Category

Class	Body Style	Year
W	Sedan	60-70
X	Hardtop	63-65
Y	Convertible	63-65
Z	Ranchero	60-66
WW	Wagons	60-70
NN	Sedan Delivery *	61-65
YY	Falcon Econline *	61-67
ZZ	Non- Street Legal Race Cars	60-70

(* May be combined)

Masters Category - All Falcons

Awards — 1st, 2nd, 3rd

Best of Show

Ladies Choice - Claude Daniels Award

Oldest Falcon

Longest Distance Driven Dash Plaques

Wall Plaques

Feel free to copy these pages to distribute to others.

Let's see the best turnout yet in Breckenridge for the 19th National Falcon Convention!

**BE
THERE!**
**July 16 — 18
1998**

Stock

Cars in stock class could have minor modifications such as added chrome engine modifications other than stock interior radial tires & aftermarket wheels. No major changes.

Street Driven

Driven as main mode of transportation other than to car shows cruises & club events. Must be driven to Nationals. No trailered cars in this class.

Modified/Pro Street

Cars altered to satisfy owner. Could be from minor body & engine changes to radical changes such as suspension engine & body.

Non-Street Legal Race Cars

Cars built or modified strictly for racing. (Drag oval road course, or Bonneville style racing).

Masters

Showroom Perfect.

There will be no changing of classes at the nationals unless you bring a different car that will not fit in your original class.



More Convention Information — See page 12!



Continued from last month- Part Two of Three
Gain of 11 Horsepower

At this stage, our little six-banger was producing 76 horsepower at the rear wheels, and the only expenses incurred were drilling the main jet and removing the air cleaner. So our gain from 65 to 76 horsepower had been extremely economical. For the next changes, we had to dip into the till.

Installing Headers

Listening to the exhaust setup on this engine, we realized it was designed with some inherent back pressure. This is not all bad, as some engines operate very well with a slight amount of back pressure. However, since we were trying to uncork some horsepower, it was decided to attack this system "headers on." We took the car to Doug's Headers and asked if they had a setup for a 200 cubic inch engine. Since Doug's is one of the biggest in the business, we felt he would offer some sort of header for this engine. But, once again, the cupboard was bare—the six cylinder engine had not been included when it came to performance goodies. Doug, being a practical man, offered to make a setup for experimental purposes. He set about the job in a most workman-like manner and came up with a setup that sounds exactly like an XKE Jaguar, or as we here in California sometimes call them, a "Tijuana Ferrari." All in all, a very pleasing sound, and certainly one that is not objectionable in any way to the "law" or the occupants of the car, was produced. In fact, I found my middle-aged foot acting like a young whipper-snapper's just to hear the beautiful tone.

So back we went to the dyno to see what gains we had made with the header system. Much to our surprise, we recorded 86 horsepower, or a net gain of 10 horsepower at the rear wheels and for a cost of around \$125. The certainly proved to be a most worthwhile venture since we not only gained gobs of horsepower, we also got a good-sounding exhaust that scares every Camaro six for miles around.

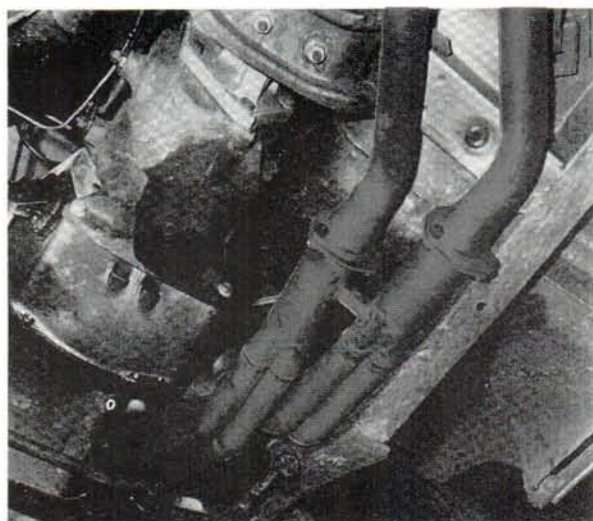


Figure 3—Tube Type Headers

Installing 240 Cu. In. Carburetor

The thought then occurred that we could use a larger carburetor to great advantage. Nestled as it is in a very low hood compartment, this becomes somewhat of a problem since the carburetor has to be extremely small to allow room enough for an ample-sized air cleaner. We found the solution at our local Ford dealer parts bin in the form of a carburetor from the 240 cubic inch six-cylinder Ford engine. This carburetor gave us a throttle bore diameter of 1.687 with a venturi of 1.290. The standard unit had a throttle bore of 1.437 and a venturi of 1.100. Since the carburetor was of the same height and air horn size as the standard unit, we figured it just had to work and certainly could do nothing but good in the horsepower department. When trying to install it, we found we had to open up the aluminum heater manifold that sits underneath the carburetor to match the newer and larger carburetor opening. This was accomplished by tapering it out to the size of the new throttle bore. We also noticed the air cleaner would hit the new choke location on the larger carburetor, so we had to work a dimple into the bottom plate just above the automatic choke housing to make this fit. When we tried to hook up the accelerator linkage, we noticed the arm on the carburetor would have to be bent a little toward the horizontal position to line up. This was accomplished by heating the throttle lever and bending it to a horizontal position. This all sounds like a lot of changing, but actually the whole job can be accomplished by any competent mechanic and in less than an hour.

To make the automatic choke heat-line hookup, we used a universal stove that clamps onto an exhaust tube. Then we used a piece of steel tubing covered with asbestos to make the bi-metal spring in the automatic choke operate as it was designed to do.

Once again, we went back to the dyno, hooked up the air-fuel ratio gauge and recorded a reading of 90 rear wheel horsepower at 4000 rpm (a gain of 4 horsepower).

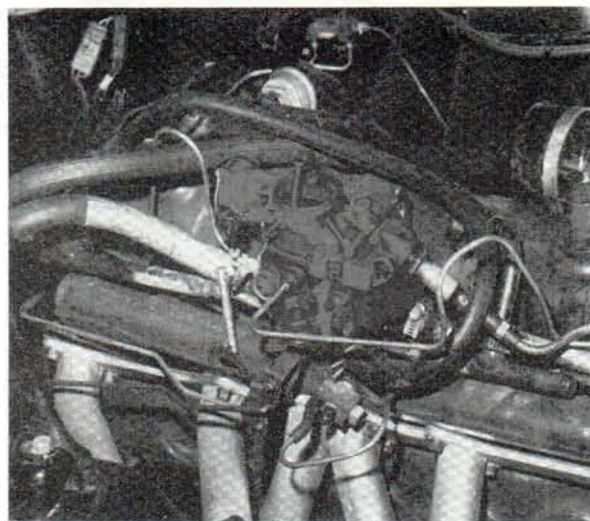


Figure 4—Ford Carburetor From 240 CID Engine



The carburetor we used was Ford part number C7AZ-9510-AA and is available from any Ford dealer for \$25.60. This is certainly a most reasonable expenditure for an additional 4 horsepower at this stage of tuning. The air-fuel ratio, by the way, with stock jetting in the new carb, was 13:1, so we were more than satisfied because a carburetor that can be installed and not have to be rejiggered is a rarity when doing this type of work. We should note that this particular carburetor was jetted for use with thermactors. Jet sizes are usually .003 richer on such units.

All This And Economy Too

About this time, our local hot rod club was having an annual economy run and we decided to enter the little Mustang six—not knowing what it would do. Since we had changed the exhaust and carburetor, we were ready to accept almost any figure. Much to our delight, the Mustang registered 35.9 miles per gallon over 200 miles of Southern California coastline. Now before you call me a liar, let me explain that 50 pounds of air was used in the tires (for low rolling resistance), and coasting was allowed whenever possible. The overall average speed was 45 miles per hour and the gas tanks were sealed. The nearest competitor registered 27 mpg. The cars were all carefully inspected for obvious infractions such as added gas tanks, etc., and when the final results were in, the Mustang was able to keep its reputation as an economy winner while performing with 90 hp (at the rear wheels), compared to the 65 hp it started life with.

Increasing Compression Ratio

Our next step was to increase the compression. To do this in the most economical manner, head milling proved to be the only way out. Since we were still getting such fantastic mileage, we felt we could well afford premium gasoline, so we decided to mill the cylinder head .060. The standard head cc'd at 54. After milling .060, it was 44. Standard compression ratio was 9.2. After the head was milled, the compression ratio was 10.5 which gave us an accepted ratio for average high test fuels.

Since we milled the cylinder head .060, in order to retain the correct adjustment on our hydraulic lifters, we needed shorter pushrods which were not available, so we installed ½-inch flat washers measuring .062 inches thick under each rocker stand. This worked out very satisfactorily although the rocker angle was not absolutely correct. The setup cost practically nothing. While we had the head off, a good valve job was had by all.

The amazing thing about this engine was its ability to start before you ever got the switch turned on. It has been the quickest starting unit I have ever worked with, and the added compression seemed to enhance this quick starting ability.

At this time, we were eagerly anticipating what horsepower the compression change had brought. Since we had increased the compression ratio, it was only normal to assume we would need a slightly colder plug. So, a set of Autolite BF32's were installed in place of the standard Autolite BF82's. Before we got the car on the dyno, I could tell the tremendous increase in the torque of the engine. It

would literally want to lie on its side during fast acceleration. This little six-banger with a light flywheel and clutch grabs rpm like a full-house 289.

In subsequent checkout, the car gave us a maximum horsepower of an even 100 at the rear wheels (still at 4000), and the acceleration and general feeling of the car were staggering, to say the least.

Comparison Performance Run

We were so impressed by its performance that we immediately decided to go out and run a series of acceleration checks so that we might compare our revitalized Mustang with the current crop of six-bangers offered by other manufacturers. The accompanying table compares our figures on the Mustang six with road test figures (found in leading automotive publications) for the Camaro and Barracuda.

mph	Mustang Six seconds	Camaro Six seconds	Barracuda Six seconds
0-30	3.4	4.8	4.3
0-40	5.3	6.2	6.6
0-50	7.6	8.7	9.8
0-60	10.2	11.4	13.6
0-70	15.2	15.6	19.6
0-80	19.9	21.7	27.9
0-90	27.6	31.0	39.0

Seven Main Bearing Durability

At this point, someone is probably asking the question, "How long will it stay together?" My answer is, "Forever!" This six, unlike earlier engines, employs seven mains and has enough bearing area to support the Golden Gate Bridge. The size of all the rotating and reciprocating parts add up to but one conclusion: It is the most rugged six-cylinder engine that has been offered on the market for many a moon, and it has durability with a capital "D."

Performance and Economy

The behavior of the car at this point was every bit as good as it was in its stock form. We had increased horsepower from 65 to 100 at the rear wheels, yet had lost none of the economy or smoothness of operation inherent in this particular car. In fact, the first comment by people driving it is, "It just has to be an eight—it's too smooth." With a 0-60 time that will give its big brother a hard row to hoe, one can only say that changing of the car's personality had been well worth the expense and effort. After all, getting the gas mileage this little bear gets, we can save money we spent on the performance goodies in short order.

Conclusion in next month's issue...

FEATURE



MY GOODNESS! HOW YOU'VE CHANGED!

Bud Stapleton of Jefferson City, Tennessee is the dedicated owner of this fully restored red beauty that is a real eye-catcher. Bud bought the car in 1988 for \$1500. After spending even more money, he decided he didn't like the color of red so he stripped it all down and started over again!

Bud was able to lavish a lot of time on the Falcon from 1988 to 1997.

From chrome work to new glass, top, upholstery he bought everything new that he could. He writes "I have a lot of money and a lot of labor in it. I am beginning to love it more."

Now that Bud is back at work, he and Rita plan to drive it when he is free on weekends. Rita says "we have driven it twice and painted it three times!"

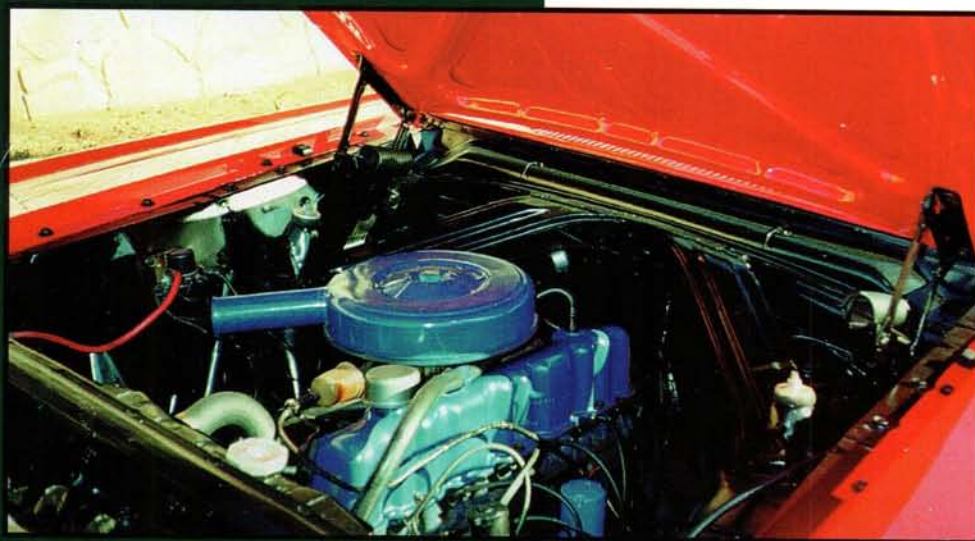


BEFORE...



DURING...

Falcon



After...



Classified Ads

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a members name and FCA # to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to run in more than one issue must be resubmitted each month. Note: Ad guidelines

Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads.

Picture ads will be an additional \$20.00 per picture.

Commercial ads will be accepted on a space available basis. All copy for commercial ads must be camera ready or on disk in PC format. Questions about electronic submittal should be directed to the Editor at WCrosby63@aol.com.

All ads must be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Ads and inquiries sent to other Club officers may not appear in a timely fashion. If you have Internet access, please e-mail ads to WCrosby63@aol.com. Payment must accompany the ad, with the check or money order payable to the Falcon Club of America.

Ads must be received by the first of the month for the following month's issue. Example: If your ad is received by the Editor between Feb. 2 and March 1, it will appear in the April issue. The FCA reserves the right to refuse advertising from any person or business.

Falcons for Sale

1960 Ranchero 170 cu.in., 3 speed with deluxe trim. Rough but runs. Some rust. Project car or many good parts. \$550 OBO. Bill Roes — 253-759-3256 evenings

1961 Falcon Wagon Deluxe. 302, 4V, Automatic, 9" rear, Sprint front end. Needs restoration. Have most parts. In good condition. \$1000 or B/O. Call: 781-224-0170 or e-mail: Wallco@erols.com (Steve Wallace #2986, Wakefield, MA)

1962 Falcon Sports Coupe original condition with some new chrome, 70,000 miles. White T-Bird roof with tan body, tan and white bucket seats, brown carpet, console, twin side mirrors, tinted windshield, thin whitewalls with wire covers. Auto, second owner, registered with antique CT plate. \$2500. Scott VanBatenburg, Wethersfield, CT — 203-324-0117

1962 Ranchero. New white paint, recently rebuilt motor 200 cu. in., new tires, interior, shocks, chrome, etc. \$3400. OBO. Dale — 702-883-7308. E-mail: cheney@reno.quik.com

1962 Falcon Futura. Rebuilt engine and transmission with ZERO miles. Everything to finish car mechanically. Car up to primer. Must sell - no time to finish. \$3000. OBO. Rich Bennett, Smithfield, RI — 401-231-4989 or e-mail: rbenetti@edgenet.net

1963 Falcon Futura Square Roof 2dr. 170 6 cylinder, automatic. Engine runs, and the drive train all works. The body is in good condition with some floor pan rust out in the front and trunk. Entire car needs restoration except for the seats (Front bench and rear) which have been done. Asking \$800. Bob Karpenko Middleport, New York — 716-735-7547 after 4:00 PM eastern time.

1963 Falcon Futura 2 dr. HT. 302 cu.in., .030 over aluminum intake & 4 barrel carb.

Header & dual exhaust, C-4 transmission, Mustang II front suspension with tilt wheel. In-dash heat & air, bucket seats, console. Turquoise with white interior. Mag wheels. \$7500. Levon Hilton, Sarasota, FL — 941-371-0343

1963 Falcon Sprint convertible, black with black top, red interior. Auto, 260 V-8, skirts and non-working A/C. Ongoing upgrades started in 1986 on solid North Carolina car. \$12,500. Frank Stewart — 440-282-6277

1963 Futura 4 door. Good condition. Recent paint, red, red interior, new brakes and exhaust system. 170 CID engine, standard trans. Good solid car and a great driver. \$3000. Donnie Beasley — 919-894-3487. Benson, NC

1963 Sprint HT, 260 V-8. Power steering car. Good project car, some rust. \$1500. Ed Watt, Glassboro, NJ — 609-589-5209

1963 Convertible 6 cyl, auto, no seats. Needs lots of work. \$900. Ed Watt, Glassboro, NJ — 609-589-5209
1963½ Falcon Futura 2 dr. HT project car. Have all parts to complete including a full floorboard. Call for details. \$1000. OBO. Kenneth Forster — 847-872-5102

1963 Falcon Futura 4 dr. sedan. 6 cyl, auto. Runs and drives good. Asking \$900. Paul Patterson, Pittsburgh area — 724-423-3270

1963 2 dr. Falcon sedan. Factory 260 V-8, auto. Light blue w/ light beige interior. Excellent condition with only 15,200 original miles. \$5000. Louis Zirin, Marblehead, MA — 781-631-9186

1963 Ranchero with 260 V-8 and 2 speed Fordomatic. All original except interior upholstery and door panels. New brakes, ball joints and tires, 136,000 miles. runs and drives very good but has some rust. Owned for 22 years, stored every winter. Looking for a good home. \$3000 OBO. John W. Richard, Jr. Edwardsburg, MI — 616-663-2273

1963 Futura Convertible. 260 V-8, auto, factory air, black with white top. 41,490 original miles, no rust. Rare Sport Futura V-8. \$9000. OBO David p. Golden, P.O. Box 143, Friendship, NY 14739-0143 — 716-973-7593

1963 Falcon Future 2dr hdt. 6 cyl. automatic, bucket seats w/console, wire wheel covers with spinners. New paint, carpets, mats, bumpers, hood and fender ornaments. All else original - 24,000 original miles \$3500.00 OBO Call 717-937-4812 after 5PM - Carol or Paul Thomas

1963½ Falcon Ranchero white/red, no rust, bullet holes or pieces missing. All chrome, paint and interior in very good original condition. New glass. New 351 w/ 4 bbl with a T-10 4 speed. New Goodyear Eagles. Daily driver. \$6500. Ray McCarty — 970-533-9747, Colorado.

1964 Falcon 2dr sedan, white exterior with palomino (Tan) interior. 144 cid 6 cyl, 3 on the tree, with 63K miles, in family since new. This show car has been a repeat trophy winner at Ford shows, including 1997 all Ford Show, and the FCA National meet in 1993. Drive anywhere. Asking \$4500.00/OBO for a great Falcon. Phil, Arlington Hts., IL (847)392-2822.

1964 bucket seat Futura. Hardtop, rear quarters and front fenders replaced, new metallic bronze paint, new vinyl top, seats professionally repaired. Needs some cosmetic work (trim re-installed, fenders did not have trim clip holes, etc.) Needs some mechanical work, but does run. Over \$3500. invested, will sacrifice \$2500. Jan Spearman, Kenton, OH — 419-675-0866

1965 Wagon, 4 dr., 6 cyl, auto. Runs. Has rust, good glass. Complete interior. Restore or parts. \$350. Other cars, parts, glass, etc. available. Call or write with needs. Ken Mihok, 8 Chain Blvd., Bayville, NJ — 732-269-0889 evenings.

1965 Falcon window van 240 cid, C-4, auto

trans., 5 bolt wheels. Front king pins and bushings replaced. Driven regularly. \$575. OBO. Fred Janacaro, Lawrence, KS — 785-842-6535

1966 2 door sedan, parts or whole \$300. Tom Massarelli — 914-635-5280

Cars for sale: 61 Sport Futura needs paint, front seat covers \$600. 61 Deluxe 2 door wagons, \$600. ea., 63 2 door wagon \$300., 63 convertibles: 1 body only \$1000., 1 needs complete restoration \$1000., 1 black/red \$4000. 64 Sprint HT 289 auto solid body \$1000., 65 sedan delivery 302 auto, solid, straight body, new floor \$2000. Don Branson — 314-228-4501

Parts for Sale

Falcon 9" hubcaps w/"Falcon" Inscript set/4 \$25; 64 front molding 4 pcs & 1 wishbone (VG) \$40. set - \$10. ea. 64 wiper motor/trans/arms \$60.; '65 instrument panel w/dashtrim (radio-glove box- end piece) \$50. set. 64 B radio \$40. -; 64 glove box door \$5.; 64 speaker grill \$5. Call 717 937 4812 after 5PM - Carol or Paul Thomas

1963 Falcon NOS: Gas Cap \$35., Foxcraft skirts w/ scuff plates \$250. pr., Hood hinges, non-spring \$50. pr., Deck ornament \$225., Futura wheel covers \$140. set of 4, Steering wheel & horn ring \$250., Convertible top SW \$50., V-8 Arm & bushing \$175., many more. Frank Stewart — 440-282-6277.

1963 Dagenham 4 speed setup, many new parts \$225. 1961 semi-synchronized 3 speed setup \$100. 2- 3.5 ratio rears., 1 like new \$75. C4 & V8 bellhousing \$125. Mike Thompson, Baltimore — 410-646-0179 NOS Falcon parts, 63, 64, 65. Rear speaker grilles \$50. ea., 64 taillights w/o backups \$85. pr., 64 taillights w/ backups \$125. pr., 65 taillights w/ backups \$80. ea., 63 backup kits \$95. ea. 64-65 trunk sleeve kits \$95. ea., 67 rear lamp body C7DZ-134-B \$125. ea., 63, 64, 65 headlight doors, grilles. All parts plus shipping. Call with your needs. Vic Falcone — 518-355-7756 weekdays after 6, weekends anytime.

1968 302 4bl smog heads \$250., 289 HI PO Crane Fire Ball heads with roller rockers like NOS \$1200., 289 4bl intake, cast #C50E-9425-C, date 5A25 show ready \$150., much more. Keith Litteken, 4085 Bowen St., St. Louis, MO 63116

5 bolt bell housing for 289 auto \$175. Roy Lewis, Pleasanton, CA — 510-484-2442 or 501-831-1948 evenings.

Grilles for 60, 61, 62 \$25. ea., Fender 62-63 left \$30., Bumper 64-65 rear \$20., bumper 62-63 front \$30., windshield moulding \$20. set, instrument cluster 60-65 \$15., 60-61 letters FORD \$15., hood hinges 60-65 \$20. set, Sprint side trim 63 \$15. ea. Charlie Fike, Crescent City, CA — 707-465-1389

1960-69 20 year collection of good used parts, ex-hoods \$75., doors \$50., deck lids

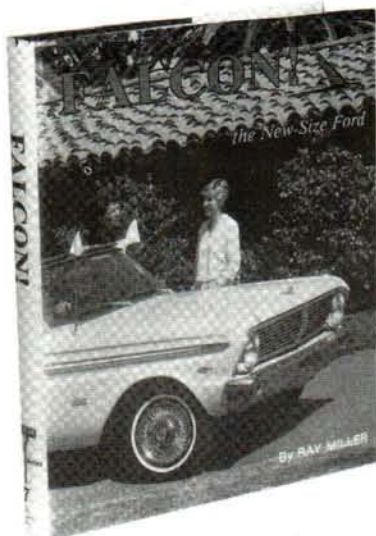
\$35., side moldings \$10 to \$20. Many items too numerous to mention. Don Branson — 314-228-4501

Good used V-8 frame reinforcement brackets, 4 pieces \$75., 66 left fender \$50., stone guard \$50., grille \$50., gas tank \$50. Good glass - inquire. 64 conv. arm rest (ashtray) and quarter panel \$75., both sides, 64 conv. top switch and bezel \$30., V-8 rear complete drum to drum \$100., nearly new leaf springs \$50. pr., many more. SASE with needs. Tom Massarelli, RR4 Box 378-C, Pleasant Valley, NY 12569 — 914-635-5280

Falcon parts from a 25 year collection, 60-66. Sell all or individual parts. 60-66 rear quarter panels \$295., Fenders, hood, door, etc. \$35. to \$95. Dash clusters with gauges \$75. Call Ed — 916-725-0494

Parting out 1965 Futura 4 door 6 cyl. Very good door with glass and ss trim plus all other 4 door parts. Sonny Flowers. (sorry - no phone #! — Ed.)

Parts for Sale: All NOS 65 13" wheel covers with spinner (only 2) \$150 pr., 62 tail lamp lenses \$50. pr., 65 13" wheel covers w/o spinner \$150. set of 4, 60-62 backup lenses \$50. set, 64 windshield wiper switch (2 speed) \$30. ea., 60-63 radio antenna kits \$80. ea., 60-63 station wagon back window regulator \$75., rear quarter moldings for many 61-64 applications, inquire with needs. 60-63 outside door handles \$100. pr., 60-63 horn ring



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Calendar of Events

- June 5-7 All-Ford Show at Carlisle, PA Info: Carl Cline at (301)733-6740
- June 14 Northeast Chapter's Falcons at the Castle. Gillette Castle State Park, E. Haddam, CT (rain 6/28) info. 401-934-2105
- June 14 Sully Antique Car Show, Chantilly, VA (Falcon Classes) Phil Barber at (410)266-8271
- June 20 Continental General Second Cruise in Chaslotte, NC. Info: George Baxter — 704-735-5077
- July 11 Mason Dixon Chapter Annual Summer Picnic at Mid Maryland Ford Show in Frederick, MD info: Carl Cline at (301)733-6740. (Falcon Classes)
- July 16-18 Falcon 19th National Convention, Breckenridge, Colorado.** Info: Jan Brown: 1-303-857-9360

Chapter News

All the members of the Mile Hi Chapter extend a very warm and sincere invitation to join fellow Falcon friends at the 19th Annual Meet in Breckenridge, Colorado — July 16-18, 1998. The final planning session will be a pizza party and convention goody bag stuffing party at Whisenand's garage on June 19.

The Mile Hi Chapter participated in a caravan and car show at Gunther Toodies restaurant and had a good showing of Falcons. The monthly meetings and Convention planning sessions in March and April were very productive and all the members are working very hard on preparations for Nationals.

On March 29 The River City Falcon Club had their March Cruise. Twelve Falcons met in Sacramento and were joined by 5 more on the way to Daffodil Hill which is about a 60 mile cruise up into the mountains of Amador County, just outside of Pioneer. The Chapter was blessed with great cruising weather and all the flowers were in bloom. The kids loved the peacocks wandering the grounds. After that we cruised about 15 miles to our VP's house and had a great lunch! Just as we were getting ready to head for home, it started to snow!



Some Sonoma County Falcons for Fun Chapter Members checked out the Stony Point Grill in Santa Rosa, California. This will be the destination point for the Friday night cruise at the Pacific Regionals in June.

See Registration Form on jacket to join in the fun!

Falcons Down Under



Those Australian Falcons are certainly a strange and interesting breed. We want to see more of them!

These photos traveled a roundabout route to the Editor and the information on the cars remains sketchy and incomplete. We are collecting photos and Falcon lore from Down Under to run in a Foreign Falcon Feature. I think the gent in the picture is Brent, but set the record straight if you have the facts! WCrosby63@aol.com

Plan Now to Attend!

Falcon Club of America National Convention —Hotel Information

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Call 1-800-525-2253

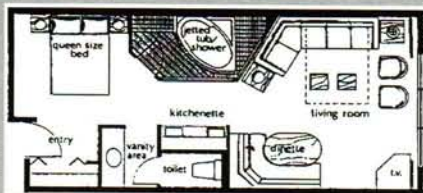
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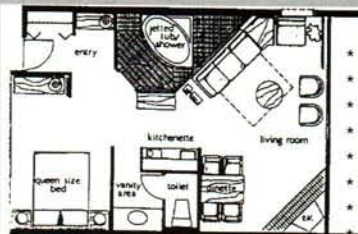
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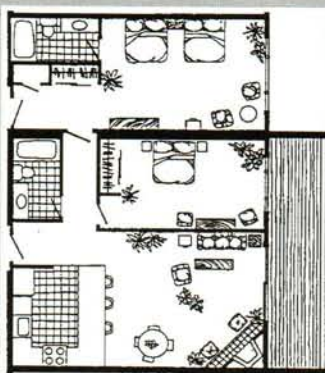


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Classifieds (con't)

\$50., many others too numerous to list in this ad. Ron Johnson, 123 W. Mountain St., Worcester, MA 01606 — 508-852-0794

Falcons Wanted

1963-65 Convertible, must be Skyline Blue, white or red. Mint original or restored. No high dollar super show cars. Gary Behling, Milwaukee, WI — 414-481-8877 mornings.

1960 2dr sedan. Looking for a clean, solid, original car. Other '60 models considered. Jim 20 Raker Rd. Pok., NY 12603 e-mail: heuy@bestweb.net

Want to purchase a 1963½ Falcon Sprint convertible., automatic. Call Carl Compton— 301-627-8792 or e-mail: sneakers@erols.com

1962 1/2 Falcon Futura (T-Bird roofline) Looking for an original 4 spd car in good to excellent condition. All leads appreciated! Tom Melech, P.O. Box 2055, Bismarck, ND 58502 — 701-255-7841 lv msg. (collect calls O.K.)E-mail: TomMelech@aol.com

Wanted: Falcons 62-65 — Monte Carlo racing Falcons, Challenger and Drag racing Literature, promo stuff, lighters, dash plaques, press releases, banners and showroom displays. Anything special concerning Falcons. Hertz mid-60's collectibles. Looking for Falcon pedal car. Call Vic Falcone — 518-355-7756

Wanted: 1964-67 Econoline (Falcon?) pickup. Factory column mounted automatic is a must. Please - only somewhat limited rust, small patches OK. Want a daily driver, no show truck. Have pre-Civil War pistol for partial trade or my 65 K-code California, rust-free HiPo Mustang coupe or just cash. **Rick Dilks, please call me about parts!** Bob Kollay, 250 Dartmouth Dr., Canfield, OH 44406. (Sorry no phone # — Ed.)

1960-63 Falcon set up for drag racing. Send photos, may trade my 61 Ranchero, new red paint, buckets, floor shift, 144 3 speed, new brakes, centerline wheels. Daily driver, Texas title. Ronnie Tidwell, 2600 Santa Cruz #32, Odessa, TX 79763 — 915-580-7198

Wanted: 1961 2 door Falcon Futura, bucket seats and console, must be in restorable condition. Walter Benedetti, 201 S. Lafayette St., Denver, CO 80209 — 303-778-0216

Parts Wanted

For 1967 Sports cpa. 1 good dash pad, 1 front arm rest. 1 original gas cap. Ezra Wingfield, Little Rock, AR — 501-565-4031

Looking for any and all glass for a 1961 Econoline pickup with corner windows. I am going to Breckenridge in July if someone could bring glass with them. Call Jerry Nordboe — 402-652-8380 evenings. North Bend, NE

1960 Falcon wagon parts. Must be in excellent condition either used or NOS. Gas cap, CODD-9030-J, tailgate emblem, CODB-5943500-A, rear bumper, right front fender, mouldings around tailgate glass and left rear side glass. Shop manuals and parts book. Keith Litteken, 4085 Bowen St., St. Louis, MO 63116.

1964-65 Falcon wagon tailgate w/ manual glass. Prefer rust-free. Francis Lieberth, 13377 Doylestown Rd., Rittman, OH 44270.

Wanted: heater cable with working fan switch for a 63. It is important that the knob be completely removed. Contact Scott — 310-396-2893 or e-mail nokaoui@hotmail.com

1964 Futura convertible split bench seat in good condition suitable to be reupholstered. Door/Fender Moldings (chrome/stainless steel) in new/near-new condition and complete Dash in near-new, new/good condition. Sandy Rosenberg, 628 Commons Dr., Sacramento, CA 95825 — 916-927-6629

62 Futura right side of rear window chrome, has 2 pieces. Will pay top dollar. Ronnie Tidwell, Odessa, TX — 915-580-7198

Miscellaneous For Sale

Gold plated keys and NOS keys for all Falcons and all Ford models. Many of those hard to find keys and lock cylinders. Keys cut by code, please inquire with year and model. Jesser's Classic Keys, 26 West Street Dept FCA, Akron OH, 44303-2344, 330-376-8181—24 hr Fax: 330-384-9129.

Putter die cast 1962/63 Ranchero with trailer hitch. Made by Hubley, Model # 403 in Lancaster, PA. Fair condition, \$100. OBO. Ray — 970-533-9747

Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 494-8205
Pig Stand
1508 Broadway,
San Antonio

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(803) 879-1060

Buckeye Chapter
2nd Sat - bi-monthly
(303) 825-5708

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Prime Sirluin, I-85 at Billy
Graham Pkwy.

Founder's Chapter
2nd Sat - monthly
(501) 982-4240

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bi-monthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
(317) 357-0235
Steak & Shake,
Speedway, IN 3pm

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Mid America Chapter
1st Fri - monthly
(816) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 364-6127

NETexas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 481-1206

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

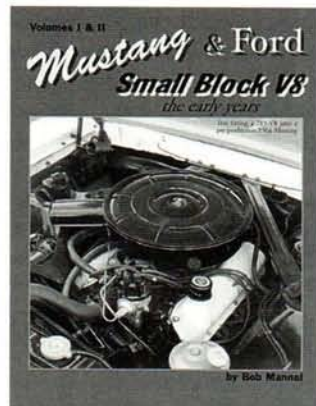
Space City Chapter
2nd Tue - monthly
713-453-3247

Chapter Restarting: The Hawkeye Chapter — Dennis Olmstead FCA #093, 4385 N E 32nd St., Des Moines IA 50317 (515) 265-4566

Starting a New Chapter - If you want to explore the possibility of starting a FCA Chapter in your area you should first contact Chapter Coordinator Jan Brown, 1044 Sable Blvd., Aurora, CO 80011-6814. (303) 364-6127. Also send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.

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Chapter 4 - 1964 260/289 V8

Chapter 4 - 1964 260/289 V8
 This chapter covers the 1964 Ford Mustang's V8 engine options. It includes detailed information on the 260 and 289 cubic inch engines, their components, and the various performance options available. The text is accompanied by numerous black and white photographs of the engines and related parts.



1962-69 • 221 • 260 • 289 • 302
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All engine components (internal and external)
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So, if you are looking for info on the 1963½ Falcon 260 V8, or Sprint 260 (see photo above), or a 1967 Falcon 289 4V, look no further. And if factory hi-performance is what you're after, it's here.

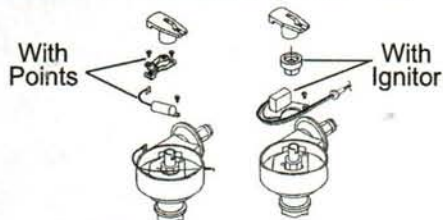
Volume I covers all years starting with the 1962 221 and ending with the 1969 302. Items covered include core engine, valve train, carbs, exhaust, lube, ventilation, generators, ignition & accessories.

Volume II gives details on tags, casting numbers, TSBs, hi-performance options, and more. - Author



1963½
 Falcon Sprint
 260 V8 with
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'67		67SM	\$ 37.95 ea
'68		68SM	\$ 37.95 ea
'69	5 volume set	69SM	\$ 54.95 set
'70	5 volume set	70SM	\$ 54.95 set



FALCON OWNERS MANUALS

'63	Reproduction	B103631	\$ 9.95 ea
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'64	Sprint supplement (reprod.)	B118005	\$ 3.95 ea
'65		65FAOM	\$ 8.95 ea



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Falcon Members' Rides



Johnny Hopewell #4576
Louisville, Kentucky

Johnny bought this 1965 hardtop in 1987 for \$300. It didn't run and the body wasn't in good shape, but "it wasn't hopeless." The car was a 6 cylinder but he was looking for more power so he put a 302 in it. He also changed the suspension to five lug from a donor car. The interior is restored to original specs. Johnny joined FCA in 1990 when Dale Daugherty gave him a club card. He is 27 years old and never thought he would be interested in a Falcon but has since fallen in love. He enjoys taking the Falcon to car shows around Louisville where it is often the only 1965 Falcon since "there's not a lot of them out there."



6-cyl. to 5-lug which included a 336 posi rear end. Granada disk brakes up front. The interior is totally stock with new carpet, door panels, working radio. Both cars are driven to car shows and not trailered.



Bobby and Jenny Tanner
San Bernadino, California

This driveway full of Falcons features the '64 Sprint hardtop that Bobby has owned for eight years. It is completely stock with a 260 V-8 four speed with

four barrel carburetor. The Sprint has been featured as "Best Restored Falcon" at 1995 Knott's Berry Farm Fabulous Ford Show.

The '64 Futura convertible was bought three years ago in poor condition. A total make-over took two years and eight months. It has a Shelby 289 with 306 HP. The suspension was totally converted from 4-lug

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